

ANNUAL REPORT

OF THE

M A N A G E R S

OF THE

UNION CANAL COMPANY

OF

PENNSYLVANIA,

TO

THE STOCKHOLDERS.

NOVEMBER 17, 1835.

Philadelphia:

PRINTED FOR R. P. DESILVER.

1835.

At the Annual Meeting of the Stockholders of the Union Canal Company of Pennsylvania, held at their Office, in Carpenter's Court, November 17, 1835, the following Report was presented, read, and accepted; and is now printed in compliance with the provisions of the charter.

On the same day the following Gentlemen were elected to manage the affairs of the Company for the ensuing year.

PRESIDENT.

JACOB GRATZ.

MANAGERS.

WILLIAM BOYD,
CHARLES GRAFF,
WILLIAM W. FISHER,
FRANCIS G. SMITH,
WILLIAM Y. BIRCH,
GUSTAVUS CALHOUN,

GEORGE VAUX,
JOSEPH HOPKINSON,
THOMAS BIDDLE,
WILLIAM H. KEATING,
JOHN BOHLEN,
THOMAS W. MORRIS.

REPORT.

IN presenting their Annual Report, in obedience to the requisitions of the Charter, the President and Managers of the Union Canal Company of Pennsylvania, have peculiar satisfaction in communicating to the Stockholders, that, during the last year, the Canal has afforded a navigation entirely uninterrupted by either breaches, or a deficiency of water; a gratifying evidence of the increasing permanency and retentiveness of the embankments; that the trade has considerably augmented, and the receipts from tolls have exceeded those collected in any previous year, notwithstanding a great reduction in the rates of toll took place in February last.

Although the Canal is but in its infancy, it has, in connexion with the Schuylkill navigation, and the magnificent improvements of the State, conduced to an enlarged intercourse with the interior, encouraging, by cheapness of transportation, the remote agriculturalist and manufacturer, to transfer to our metropolis, the various productions of their industry, opening new markets for the inexhaustible deposits of coal and iron, the valuable timber, and other immense resources with which Pennsylvania abounds, and promoting, by its invigorating influence, the prosperity and opulence of our enterprising community.

Convinced that the Union Canal is destined to participate extensively in the expanding commerce between the

Atlantic and the fertile regions of the West, the Managers have persevered to make it an attractive, safe, and cheap avenue, adequate at all times to accommodate whatever amount of business may seek its channel; in attaining this, many obstacles and embarrassments have been encountered; having conquered all discouragements, and achieved a work of great public utility, they anticipate that the period is not remote, when this important improvement will return a liberal remuneration to all who have embarked in the enterprise.

During the last two years, large expenditures have been incurred in the prosecution of permanent improvements and repairs, indispensable to preserve an unimpaired navigation, and to remedy deficiencies; most of these are completed; that of the greatest magnitude, the new feeder, from the Water Works to the summit level, to supersede one fallen into decay, will be entirely finished in the present month; materials are provided to prosecute other works in the approaching winter; when these shall be completed, the expenditures will be much retrenched, and be limited to the incidental charges of keeping the Canal in order.

To impart a knowledge of these improvements, they are concisely enumerated:—

The new feeder from the Water Works, on Swatara, to the summit, is three and one-third miles in length; it is circular, three feet six inches in diameter, internally in the clear. A part, (seven thousand four hundred and fifty feet,) is constructed with hard bricks laid in hydraulic cement, and is perfectly water-tight; the remaining part, ten thousand three hundred and ten feet,) is composed of cylinders fitted into each other, made of white pine staves three inches thick, hooped with iron

bands, and supported by strong timbers, resting on stone foundations; as no part of the wood work is in contact with the ground, it will not be liable to premature decay.

As the principal supply of the summit is derived from the Water Works, and is to pass through this conduit, every effort has been exerted to make it answer the important purpose for which it is designed, two miles having been in use since April last, its great utility has been demonstrated by the increased quantity of water it has discharged into the summit.

The bottom of the summit has been lined with two inch plank for the distance of nearly four miles; it is intended to extend the lining, during the approaching winter, about three-fourths of a mile further, for which purpose the necessary materials are provided. Several levels east of the summit, and two levels to the west, below Hummelstown, all of which pass through limestone, have been planked for the distance of seven hundred and eleven rods.

Plank, and other materials are provided, to line, during the winter, seven hundred and seventy-five feet on the navigable feeder, where large sinks in cavernous limestone have frequently occurred. It is believed that there are no other parts of the Canal which will require a resort to this method of preventing the loss of water.

A Collector's house at Middletown, and thirty-five Lock-keepers' houses, have been built, embracing all the points where they can be required.

Two weighing locks, one of them erected at Reading, the other at the Water Works, have proved useful in ascertaining the accurate weight of boats, and preventing impositions on the revenue.

Most of the aqueducts have been thoroughly repaired,

and materials provided to rebuild, during the winter, the large aqueduct on the navigable feeder across Swatara, and one below Reading.

A new feeder dam has been erected in Swatara Creek, and all the dams and feeders in the line repaired and strengthened.

The additional feeder introduced in the summit, by transferring to M'Laughlin's Pond one of the steam-engines from the Water Works, has proved so beneficial, that all apprehensions of a scarcity of water on the summit, even in the driest seasons, are dispelled.

Five hundred and sixty feet of iron pipes for a new main have been laid down at the Water Works, many bridges rebuilt, and materials provided for rebuilding others.

Many other extensive improvements and repairs have been made, and the Canal, throughout its entire length, is now placed in a condition calculated to confirm the confidence entertained of its stability, its abundant supply of water, and to insure a regular unimpeded navigation to the most active trade that may be presented.

Subsequently to the Report made in November last, the Canal continued open until 16th December, when it was obstructed by ice; on the 20th of March, the navigation was resumed, since which time it has been exempt from the slightest embarrassment.

The tolls received from 1st November, 1834, to the 1st November,

1835, amount to \$135,254 20

The tolls collected the preceding year, were 119,870 53

Showing an increase of \$15,383 67
or nearly thirteen per cent.

TONS.

The trade conveyed on the Canal this year,		
was	-	118,978
The trade of the preceding year, was	-	84,536

Showing an increase of	-	35,442
tons, or upwards of forty per cent.		

This great improvement of business, although it has not produced a corresponding increase of revenue, (owing to the reduction of tolls before adverted to,) is abundantly encouraging ; the future promises to be still more propitious ; the extensive improvements of the State, now in active and successful operation, will contribute to your Canal such an accession of trade as must realize a revenue equal to the most sanguine calculations.

The progressive advancement of business, since the Canal has been in operation, is shown in the following statement :—

YEARS.	TONS.	TOLLS.
1828,	18,124	\$15,512 10
1829,	20,522	16,676 11
1830,	41,094	35,133 82
1831,	59,970	59,137 21
1832,	47,645	59,061 06
1833,	85,876	103,462 45
1834,	84,536	119,870 53
1835,	118,978	135,254 20

The articles which this year have increased most in quantity, are such as will continue to augment with the improvement and prosperity of the country.

Flour, grain, and tobacco, have in-	-	-	-	50 per cent.
Iron coming East, -	-	-	-	90 , ,
Merchandise, -	-	-	-	33 , ,
Bituminous Coal, -	-	-	-	100 , ,
Anthracite Coal from Swatara Mines,			100	, ,

The coal trade from Pine Grove, which has heretofore been inconsiderable, is commencing to develope its importance; nearly twelve thousand tons were shipped this season, principally by one establishment; the great abundance and superior quality of this coal, with the increasing demand for it, will stimulate other individuals to open mines, and furnish to the Branch Canal a permanent and flourishing business.

Damages to the amount of \$5,878 32, have been paid within the last year; some cases are adjusted, but not yet settled, and a few claims yet remain for settlement.

It may be proper to remark, that at any time after 1st January, 1836, the Company will have the option to pay certain loans amounting to \$830,400, unless the proprietors shall convert their respective amounts into shares of the capital stock prior to that day, the right of convertibility appertaining to such loans, expiring with the present year; if they be not paid off by the Company, the interest will continue to be paid as heretofore, until notice for their redemption be given.

Annexed will be found the Treasurer's annual account of receipts and expenditures, also a statement of the articles and tonnage conveyed through the Canal within the past year.

In conclusion, the Board congratulate the Stockholders upon the success which has attended the early career

of the Canal; like all similar improvements, in their commencement, it has encountered periods of trial and perplexity; this ordeal is happily passed. The present improved condition of the works, the abundant supply of water with which it is furnished, the trade it has attained, and the flattering prospects of rapidly augmenting business, all give assurances of future prosperity and productiveness.

All which is respectfully submitted, by order of the Board of Managers.

JACOB GRATZ *President.*

Union Canal Office, }
Nov. 17th, 1835. }

1834.	Nov. 1.	1834.	Nov. 1.	1834.	Nov. 1.
To Cash expended by order of the Board of Managers from November 1, 1834, to February 1, 1835, viz.—		Salaries to officers	\$ 1,125 00	By Balance of cash this day as per last settlement By Cash received from November 1, 1834, to February 1, 1835, viz.—	\$ 6,924 13
Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, lock keepers', collectors', and superintendents' wages, damages and incidental expenses	26,160 44	From tolls on Columbia Rail Road	\$17,941 39	From land sold on Columbia Rail Road	1,522 50
Paid for professional services	200 00	From Joseph Good, amount returned by him	25 00	From sales of State loan of 4½ per cent.	50,000 00
Paid collector at Fair Mount	270 00	From sales of State loan of 4½ per cent.	50,000 00		69,488 89
Paid current expenses, printing, stationary, rent, postage, &c.	448 71	By Cash received from February 1, to May 1, 1835, viz.—			
Paid balance due Wm. Stevenson's estate	114 60	From interest on State loan of 4½ per cent.	\$ 4,050 00		
Paid balance due Bank U. S.	34 53	From tolls	21,837 13		
Paid on account of coal delivered at the Water Works	600 00	From sales of State loan, and premium threcon	30,351 00		
Paid in full for lead	210 36	From sales of limestone, seraps, rent of oil-mill, and rent of saw-mill,	307 20		
Paid one quarter's interest on loans due January 16, 1835	25,008 00	By Cash received from May 1, to August 1, 1835, viz.—			
Paid damages at Middletown	725 23	From tolls	\$ 50,728 31		
To Cash expended from February 1, to May 1, 1835, viz.—		From limestone sold at Lebanon	6 93		
Salaries to officers	\$ 1,273 00	From rent of schute at Pine Grove	100 00		
Remitted Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, wages to lock keepers, collectors, and superintendents, damages and incidental exp's	30,718 34	From lumber sold	114 67		
Paid interest	85 00	From sales of State loan and premium	102,580 00		
Current expenses	213 40	From temporary loans	23,000 00		
Damages \$480 29, and professional services, \$500	980 29	From sales of loan of \$520,000, and premium	7,737 64		
Interest on stock and loans due April 16	39,112 50	By Cash received from August 1, to November 1, 1835, viz.—			
		From tolls	\$44,503 57		
		From sales of land on Columbia River	184,267 55		

Philadelphia, November 1, 1835.

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WM. BOYD, } Committee of
CHARLES GRAFF, } Accounts.



